

with an extent, hitherto unprecedented until within the last few years. You will find this, too, everywhere, occupying extensive tracts of land, and, in some cases, in spite of all the English law, I say, in spite of the most rigorous laws there the least encouragement, unless there are some special reasons, not present in England; but present here, to bring in another law, especially when we are almost certain any law we can bring in will largely increase the evil in other directions. I am very doubtful indeed whether any law we can bring in will not do more harm than we have touched on, and which even if it does not exist now is likely to exist if the law is made more strong. At the same time there is a notion that our law should be as strict as that in England, unless it is

regard; but I don't think that stops the gambling instinct at all. On the other hand, I have a strong feeling that if anything can be done, and I don't think it is beyond human ingenuity to modify to some extent the gambling that goes on here, it should be done. I don't think it is possible to get rid of the gambling that goes on, could be put down without bringing about the evils I have described. I am sure it would be more disastrous than I see it adopted, for I yield to no one in my feeling of the enormous harm that is being done. I listened to your very eloquent and forcible remonstrance made by Henry C. Ketchum, who is believed to be one of the great lights in light on the inside of these clubs, but I wish he could have been more precise on one point; that is, as to how the more severe execution of the present law could do any good. All I understand is that the present law cannot be enforced, and that the only way to get a show of being a club. I speak subject to the correction of the Captain Superintendent, who knows how the law has been administered, but as I understand it there is something like a show of being a club where no outsiders can enter it cannot be couched. Is not that practically the fact?

and a great deal according to the Magazine, but that is the general principle. His Excellency—I would say have been very much surprised to find that I had been so seldom able as to how the distinction could be made between respectable and non-respectable clubs. If, as I understand, now there are games played in the most respectable clubs which are conducted on principles entirely excluded from the consideration of England, and that the club which has an advantage overall the other players, I fail to see how you could possibly distinguish them from clubs that are non-respectable. We may know that one is established for the purpose of taking an unfair advantage of the other, but I do not see the point of discriminating between the two is greater than when he seemed to think it was. I don't think it is impossible, but until I am convinced of its possibility I don't see the case of registration. I think these questions are of a very special nature, and I don't know, because I cannot think that perfect freedom as apart from clubs can be so very prevalent here. I have not the slightest doubt of the existence of these these hundred clubs, and that the

of the vilest character, but I don't think that gambling alone can touch as so prevalent here, also why should we have such large numbers of persons going to London to gamble? Then again as to the property owners, which he, Hon. Mr. Wheelahan alluded to, I don't in the least object to the Bill, but I think it is a very property liable it will be slightest, we are on with the Bill. I am aware it is to a certain extent a hardship, but that is a thing, I believe, which is absolutely necessary to enable people to deal of their lands and to see that their houses are not used as gaming-houses. If I could see clearly that this Bill was going to do good I should be obliged even as against property owners they must suffer for the public good. I am sure that the House will do the duty which after I have seen the report of what has been said with a view of meeting, whether I shall go on with

his Bill or not. I think, however, the probability is I shall send the document to the Secretary of State. He has, I suppose, in consequence of remarks made in Parliament, preaching on the subject, and of course after all he will have the advantage of seeing what hon. members have said and will have to decide what is to be done in this matter. I confess I am rather doubtful whether I am in any way greatly doubt whether my attempts we may make may not do more harm than good. I am sorry hon. members have been so long. I do not think the discussion has been altogether a profitable one, and I am glad to hear that we have two points that have been raised it may lead us in some direction that may check this undoubtedly great evil.

Quotations

House of Commons, March 6, 1891.

PROPIUM	New Patna, cash,	470
"	Old	cash, 436
"	New Benares, cash,	452
"	Old	cash, 464

"	Old Malwa, cash,	400/50
"	Allowance, Teals,	48/64
"	Allowance, Teals,	16/48
"	Persian, Oily, cash,	450/50
"	Allowance, Teals,	32/48
"	Persian, Paper tied	450/50
"	Allowance, Teals,	64/50
Exchange.		
Moscow, March 6.		
On London —		
Bank, Wire,	...	3/16
On demand,	...	3/16
30 days sight,	...	
60 days sight,	...	3/2
Credits, 4 months sight,	...	3/2
Documentary, 4 months sight,	...	3/2
On Paris —		

On demand,	3.98
Credits, 4 months' sight,	4.07
On Berlin—	
On demand,	3.19
On New York—	
On demand,	77½
Credits, 60 days' sight,	78½
On Bombay—	
Wire,	220
On demand,	220½
On Calcutta—	
Wire,	220
On demand,	220½
On Shanghai—	
On demand,	21½

30 days' sight, private paper, 72 1/2
 gold leaf, 110 fine \$38.80 p. 100
 overvalgas (Bank's buying rate) 8 1/2

<p>(Taken at <i>Mary Walker & Co.'s</i> <i>Premier, Queen's Road.</i>)</p>		
BAROMETER	9 A.M.	30.17
Do.	1 P.M.	30.13
Do.	4 P.M.	30.07
HYGROMETER	9 A.M.	69
Do.	1 P.M.	84
Do.	4 P.M.	64
Do.	(Wet bulb) 9 A.M.	61
Do.	Do. 1 P.M.	62
Do.	Do. 4 P.M.	62
Do.	Maximum	68
Do.	Minimum over night	63

Mails.

C. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
parted for SAN FRANCISCO, via
YOKOHAMA, on TUESDAY, the 10th
March, at 1 p.m., taking passengers and
freight to Japan, the United States, and
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$393.75
available for 6 months.

To Liverpool, \$325.00
To London, \$325.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland, by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in San Francisco, addressed
to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central,
HONGKONG.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STREAM FOR
SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 11th March,
1891, at Noon, the Company's S.S.
CALLEDONIAN, Com'dan de Mayne,
with MAILS, PASSENGERS, SPEUTIE
AND CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
10th March, 1891. (Parcels are not to
be sent to board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 25, 1891. 300

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GABLO will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 21st
March, 1891, at 1 p.m., connection being
made at Yokohama, with Steamers from
Shanghai and Japan Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

First-class fares granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$393.75
available for 6 months.

To Liverpool, \$325.00
To London, \$325.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland, by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central,
HONGKONG.

C. D. HARMAN,
Agent.

Hongkong, February 26, 1891. 403

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR:
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 15th day of March,
1891, at 11 a.m., the Company's
S.S. NECKAR, Captain H. SUMMER,
with MAILS, PASSENGERS, SPEUTIE
AND CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 14th of March. (Parcels
are not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, February 13, 1891. 317

CANADIAN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India	Tuesday	March
		31st.

Parthia	Tuesday	April
		28th.

Empress of Japan	Tuesday	May
		26th.

THE Steamship EMPRESS OF INDIA,
Capt. O. P. MARSHALL, R.N., sailing
at Noon, on TUESDAY, the 31st March,
with the Majesty's Mails, will proceed to
YANAGI, Kobe, and SHANGHAI, NAGASAKI,
AKI, INLAND SEA, KOREA and YOKO-
HAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver, Victoria, Esqui-
mault, New Westminster, Port
Toward, Seattle, Tacoma,
Portland, Oreg., \$225.00

To Banf, Calgary, \$225.00

To Winnipeg, \$275.00

To Minneapolis, St. Paul, Duluth, \$250.00

To Chicago, Kansas City, St.
Louis, Milwaukee, Cleveland,
Detroit, Cincinnati, St. Louis,
London, (Ont.), Toronto, \$305.00

To Montreal, Quebec, Montreal,
Quebec, New York, Albany,
Troy, Rochester, Baltimore,
Philadelphia, Pittsburgh, Wash-
ington, Boston, Portland (Me),
Baltimore, St. John, \$325.00

To Liverpool, and London, \$325.00

To Paris and Bremen, \$345.00

To Havre and Hamburg, \$335.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted to
Messengers, members of the Naval,
Military, diplomatic, and Civil Services,
to European officials in service of China and
Japan, and to Government officials.

Return Tickets.—First and second class
only.—Prepaid return tickets to Pacific
Coast Points, and to Eastern and Interior
Points of Canada and U.S.A. will be granted
at 50 per cent. off Return Fare.

Time is reckoned from the date of issue
to date of re-embarkation at Vancouver.

Passengers to Pacific Coast Points and to
Interior and Eastern Points of Canada and
U.S.A. not holding prepaid return tickets,
but who re-embark at Vancouver within 12
months from date of issue of original ticket,
will be allowed 10 per cent. off the return
fare.

Prepaid return tickets to Liverpool and
London will be issued available for 12
months at \$500 or for 4 months at \$375.

Cargo.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to
Canada and United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. E. Brown, As-
sistant General Freight and Passenger Agent,
Canadian Pacific Railway Company, Van-
couver, B.C.

PARCELS must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage
and Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, February 21, 1891. 351

To Let.

TO LET.

NOS. 9 & 11, ST. MARK'S TERRACE,
No. 4, OLD BATTERY STREET,
ROOMS IN COLLEGE CHAMBERS,
OFFICES AND CHAMBERS IN CON-
NANT HOUSE, Queen's Road Central,
OFFICES IN VICTORIA BUILDINGS.

Apply to
DAYID SAKSOON, SONS & Co.,
Hongkong, February 2, 1891. 231

K O W L O O N.

TO LET.

Possession from 1st February.

THE KOWLOON LANE AND BUILDING Co.'s
ESTATE.

HEALTHILY situated, 5 ROOMED
HOUSE, with Back Room Com-
plete, Splendid View. Moderate Rent.
Call on

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.

Hongkong, January 3, 1891. 30

To Let.

TO LET.

With Immediate Possession.
OFFICES (above Messrs. DOUGLAS
LAUREN & Co.'s Premises).
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, December 16, 1890. 2164

TO BE LET.

A FIVE-ROOMED HOUSE, No. 3, WILD
DOLL BUILDING, Wanchai Road
(opposite Battery).
No. 1 (corner House facing East) and
No. 6 (corner House facing West), RICH-
MUND TERRACE.—The former with
Conservatory and Tennis Lawn. Each
House contains Six Good Rooms and is
pleasantly situated.

Apply to
HENRY HUMPHREYS,
Secretary,
Humphreys' Estate and Finance
Company, Limited.

Hongkong, December 30, 1890.

TO BE LET OR SOLD.

On favourable terms, with Immediate
Possession.

Apply to
JOHN A. JUPP,
Secretary,
The Austin Arms Hotel and
Building Company, Ltd.
Hongkong, October 4, 1890. 2262

TO LET.

With Immediate Possession.
THE MARINE HOTEL,
Situated on the Praya, opposite to the
old P. & O. Wharf, comprising 22 Bed-
rooms, DINING-ROOM, BILLIARD-ROOM, BAR,
&c.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, December 16, 1890. 2165

Intimations.

MAC'S AINE
SPECIAL BLEND OF
FINEST OLD VATTED
SCOTCH WHISKY.

Of unsurpassed body and exquisite and
highly refined flavour.

Price, ———— \$10 per Case.

Sole Agent,
JOHN D. HUTCHISON,
Hongkong, October 30, 1890. 1875

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

1. Arnold, Karl, & Co.
2. Alice Memorial Hospital.
3. Adams, B. L. & Co.
4. Butterfield & Swire.
5. Bradfield, W. Residences.
6. Bullis, E. R., Residences.
7. Bullis, E. R., King's College.
8. Bullis, E. R., The Kyrie.

9. Hartigan, Dr. Wm., Queen's Road.
10. Castle, Dr. J., Queen's Road.
11. Castle, Dr. J., Queen's Road.
12. China & Japan Telephone Co., Ltd.
13. Clatter & Vernon.
14. Central Police Station.
15. China Mail.
16. China Borneo Co., Ltd., Steam Saw
Mill, Hongkong.
17. Carlsson & Co.
18. Cowie, Dr. Alex.

19. "Daily Press."
20. Douglas Laprak & Co.
21. Dinkin Bros. of China, Ltd.
22. E. E. & A. China Telegraph Co., Ltd.
23. Ezra, N. N. J., Residences.
24. Ezekiel & Joseph.
25. Foster, F. T. P.
26. Great Northern Telegraph Co.
27. Gibb, Livingston & Co.
28. Government House.
29. Gordon, A. G. & Co., Praya.
30. Gordon, A. G. & Co., Bowington.
31. Government Office Hospital.
32. Hongkong & Whampoa Dock Co., Ltd.
33. H. K. & W. Dock—Aberdeen Dock.
34. Holliday, W. & Co.
35. Holliday, J. F.
36. Hongkong Hotel, Public Telephone.
37. Haucock, W. St. John B., c.o.
38. Hughes & E. E.
39. Holmes & Ryley.
40. Hughes, E. J., Residences.
41. Hirst, Chas., Residences.
42. Hongkong Land Investment & Agency
Co., Ltd.
43. Ho Tung, Praya Central.
44. Ho Tung, Seymour Terrace.
45. Ho Tung, Bonham Strand.
46. Hongkong & Kowloon Wharf & Go-
down Co., Ltd.
47. Jordan, Dr. G. P.
48. Jordan, Dr. G. P., Residences.
49. Imports & Exports Office.
50. Judd, Wm., Peak.
51. Jardine, Matheson & Co.
52. Jardine, Matheson—Sugar Refinery.
53. Linstead & Davis.
54. Mackintosh, E., Residences.
55. Milat, Martin, y. Milans.
56. P. & O. S. N. Co.
57. Peak Hotel.
58. Peak Hotel & Trading Co., Craigburn
Road.
59. Russell & Co.
60. Ray, E. C.
61. Sailors' Home.
62. Soy Shing.
63. Stevenson, Geo. R., & Co.
64. Stevenson, Geo. R., Residences.
65. Stokeloft & Hirst.
66. The Hongkong Telegraph.
67. The Hongkong & Shanghai Banking
Corporation.
68. Victoria Hotel, Public Telephone.
69. Watson, A. S., & Co.
70. The Exchange is open day and night.
A. SANDFORD,
Agent.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the
Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the 1st Works.
2. From the 1st Works to the 2nd Works.
3. From the 2nd Works to the 3rd Works.
4. From the 3rd Works to the 4th Works.
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10. From the 10th Works to the 11th Works.

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